

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 01/30/2014

CEN13FA006 File No. 32119	10/06/2012	Mabank ,TX	Aircraft Reg No. N32GP	Time (Local): 09:45 CDT		
Make/Model:	Beech/A36			Fatal	Serious	Minor/None
Engine Make/Model:	Rolls Royce / 250-B17C		Crew	1	0	0
Aircraft Damage:	Destroyed		Pass	3	0	0
Number of Engines:	1					
Operating Certificate(s):	None					
Type of Flight Operation:	Personal					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point: Roanoke, TX			Condition of Light: Day			
Destination: Athens, TX			Weather Info Src: Weather Observation Facility			
Airport Proximity: Off Airport/Airstrip			Basic Weather: Instrument Conditions			
			Lowest Ceiling: 600 Ft. AGL, Overcast			
			Visibility: 10.00 SM			
			Wind Dir/Speed: 020 / 010 kts			
			Temperature (°C): 12			
			Precip/Obscuration: No Obscuration; No Precipitation			
Pilot-in-Command	Age: 60		Flight Time (Hours)			
Certificate(s)/Rating(s)			Total All Aircraft: 569			
Private; Single-engine Land			Last 90 Days: Unk/Nr			
Instrument Ratings			Total Make/Model: Unk/Nr			
Airplane			Total Instrument Time: UnK/Nr			

*** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. ***

The pilot obtained a weather briefing the day before the accident; however, no record was found indicating that he obtained an updated briefing on the day of the flight, which would have included weather advisories for instrument meteorological conditions (IMC) surrounding the airplane's route of flight. After encountering low clouds at the destination airport, the pilot requested a clearance to divert to another nearby airport, and he was provided the clearance. No further radio transmissions were received. The airplane crashed between the two airports. Photographs of the flight conditions taken by a pilot flying in the area about the time of the accident showed low, overcast clouds above the airplane. A review of logbook entries and mechanic's statements did not reveal any unresolved maintenance or airworthiness issues. A postaccident examination of the wreckage revealed no preimpact mechanical malfunctions or failures that would have precluded normal operation. Propeller and internal engine components exhibited damage consistent with the production of power at the time of the accident. Therefore, on the basis of the evidence, the pilot most likely lost control of the airplane while maneuvering in IMC.

Updated at Jan 30 2014 12:33PM

Brief of Accident (Continued)

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Time (Local): 09:45 CDT

OCCURRENCES

Maneuvering-low-alt flying - Loss of control in flight

FINDINGS

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Organizational issues-Management-Communication (organizational)-Between groups/organizations-ATC

Environmental issues-Conditions/weather/phenomena-Ceiling/visibility/precip-Low ceiling-Contributed to outcome

Personnel issues-Task performance-Planning/preparation-Weather planning-Pilot - F

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

The pilot's loss of airplane control while maneuvering in instrument meteorological conditions.